

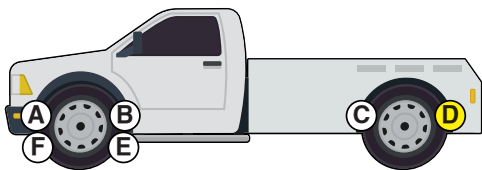


Installation Instructions

Thank you for purchasing this anti-sway bar kit. Please read through these instructions before installation.

Rear Anti-Sway Bar Kit for Dodge Ram 2500/3500

part #1129-145
1-1/2" diameter



INTRODUCTION

Thank you for purchasing this anti-sway bar kit. This kit is designed to improve the handling characteristics of your vehicle by reducing the body roll and balancing the weight transfer during cornering. The anti-sway bar kit is engineered for long life and trouble-free performance.

All the hardware needed for installation is included in this kit. Refer to the PARTS LIST in these instructions to identify the parts.

SUGGESTED TOOLS

The following tools are suggested to complete the installation procedures:

- Standard and metric hand tools
- Jack stands (2)

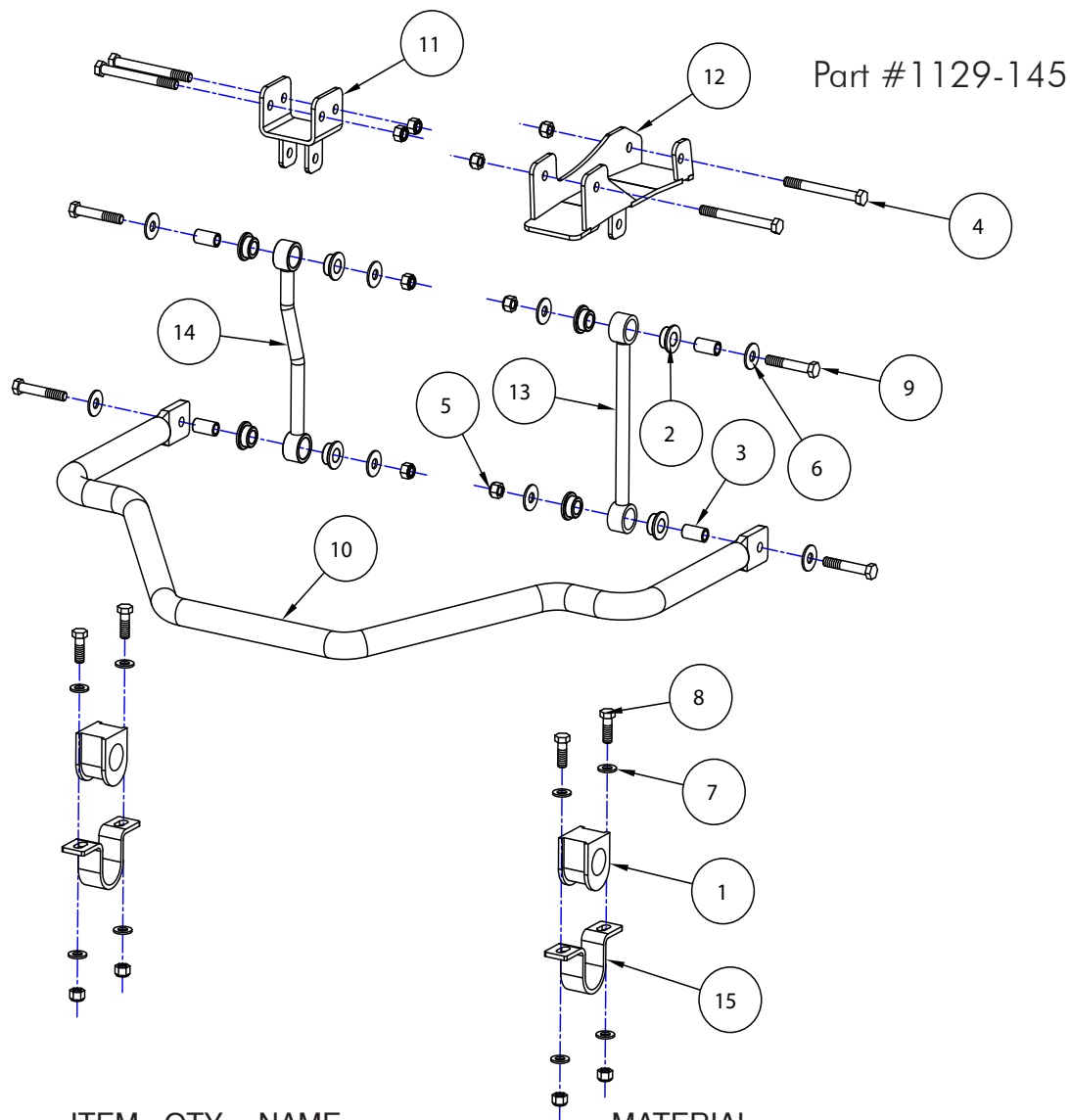
WARNING

Failure to follow these instructions can result in property damage, personal injury or even death.

- If raising the vehicle to install the anti-sway bar, always support the vehicle with jack stands at both frame rails or at the rear axle before working underneath. Ensure that the jack stands are securely positioned, and are rated at or above the weight of the vehicle.
- The installer must read the instructions and use all bolts and parts supplied. Use only the parts supplied by ROADMASTER to install this kit.
- Minor modifications are sometimes necessary due to slight vehicle variations, even for the same year, make and model.
- Regardless of year, make and model, a wide range of options for specific applications may or may not interfere with the installation. It is the installer's responsibility to make certain that equipment is not damaged once the suspension solution travels through the full range of motion. Failure to ensure adequate clearance could result in non-warranty property damage, personal injury or even death.

- If running changes were made by the manufacturer after this kit was designed, there may be weldments, braces, gussets, or other structural items which interfere with the installation. It is the installer's responsibility to allow for these running changes without sacrificing the structural integrity of the anti-sway bar. Failure to securely fasten the anti-sway bar could result in property damage, personal injury or even death.
- ROADMASTER will not be responsible for any damage or injury resulting from any modification or alteration.
- Check ALL the fasteners for tightness before and after road testing the vehicle.
- Do not use this document for custom fabrication, as it may not show all parts or structural components.
- Do not use an air impact wrench when re-installing bolts, as stripped threads may result.
- This anti-sway bar is only warranted for the original installation. Installing a used anti-sway bar on another vehicle is not recommended and will void the warranty.

PARTS LIST



ITEM	QTY	NAME	MATERIAL
1.....	2	205217-10.....	BUSHING
2.....	8	205223-50.....	BUSHING
3.....	4	205522-00.....	BUSHING SLEEVE
4.....	4	350107-80.....	1/2-13 x 5" GRADE 8 BOLT
5.....	12	350259-00.....	1/2-13 NYLON INSERT LOCK NUT
6.....	8	350308-00.....	1/2" FLAT WASHER
7.....	8	350308-20.....	1/2" SAE WASHER
8.....	4	350701-00.....	1/2-13 x 1 1/2" GRD 8 BOLT
9.....	4	350706-00.....	1/2-13 x 3" GRADE 8 BOLT
10.....	1	580150-00.....	ANTI-SWAY BAR
11.....	1	B1009	DRIVER SIDE BRACKET
12.....	1	B1010	PASSENGER SIDE BRACKET
13.....	1	B315	END LINK
14.....	1	B410	END LINK
15.....	2	B914	BUSHING CLAMP
16.....	1	400011-30.....	AQUALUBE

INSTALLATION

The following instructions must be followed in the order listed to ensure a proper installation and to preserve the ROADMASTER warranty.

1. Remove the shock bolt.

On the passenger side only, remove the lower 14mm shock bolt and loosen the top bolt with a 21mm socket to gain access to drill a hole in the frame rail. Note: It may be easier to remove the driver's side tire before drilling.

2. Install the passenger side frame bracket.

Refer to page 2 to locate the side-specific frame brackets. On the passenger side, clamp the side-specific frame bracket (B1010) to the frame, ensuring that the cutouts nest along the bottom of the shock plate. Starting on the outside of the frame rail, and using the holes in the frame bracket as a template, drill a $\frac{1}{4}$ " pilot hole to start, increasing until the hole is $\frac{9}{16}$ ". Repeat this process for the hole on the inside of the frame rail.

Then, bolt the frame bracket into place using by passing two of the supplied $\frac{1}{2}$ " x $5\frac{1}{2}$ " bolts through the frame bracket and frame rail and finishing each bolt with a $\frac{1}{2}$ " flat washer and lock nut (Fig.1).

3. Temporarily relocate the wheel speed sensor and brake cable bracket.

On the driver's side, use a pry tool to remove the wheel speed sensor harness. Then, remove the 13mm brake cable bracket bolt and secure them both away from the frame.

4. Install the driver's side frame bracket.

Repeat step 2 for the driver's side using the included B1009 frame bracket but make certain that you use a piece of metal on the inside of the frame rail when drilling to ensure that you do not drill into the fuel tank. Figure 2 shows the installed driver's side frame bracket.

5. Replace wheel speed sensor and brake cable bracket.

Replace the wheel speed sensor harness and brake cable bracket and zip tie them away from the bolt head (Fig.3a). Note: Older models may require a slight modification of the bracket in order to allow clearance for the frame bracket (Fig.3b).

Figure 1



Figure 2

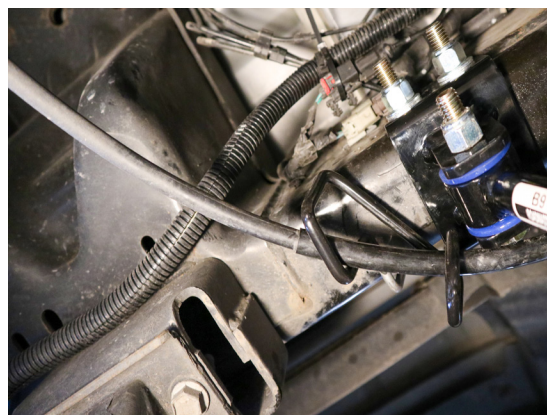


Figure 3b



Figure 3a

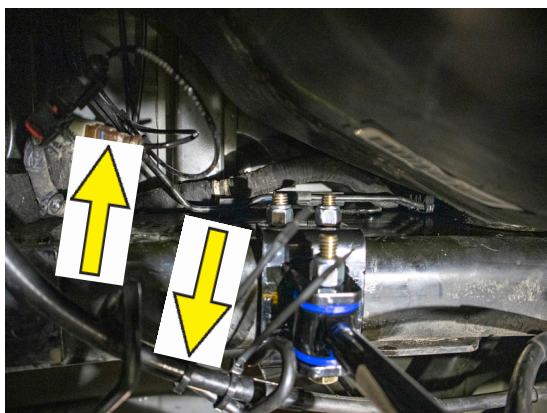


Figure 4

6. Install the endlinks.

On each side, hang the side-specific endlink (B315 for the passenger side and B410 for the driver's side) and bolt it to the frame bracket using one of the supplied $\frac{1}{2}$ " x 3" bolts and a $\frac{1}{2}$ " locking nut (Fig.4 — driver's side).

7. Hang the anti-sway bar.

On each side, connect the anti-sway bar to the endlink using the supplied $\frac{1}{2}$ " x 3" bolts and finish with a $\frac{1}{2}$ " flat washer and $\frac{1}{2}$ " locking nut (Fig.5).

8. Drill the bushing clamp hole.

On each side, align a B914 bushing clamp with the existing hole on the opposite end of the shock mount. Clamp it into place and use the opposite end as a template to drill the second hole. Use a $\frac{3}{8}$ " pilot hole to start, and a $\frac{1}{2}$ " bit to finish (Fig.6). *Note:* Due to manufacturing variances, your bushing clamp may be black instead of gold-colored.

continued on next page



Figure 5



Figure 6



INSTALLATION

9. Secure the bushing clamps to the shock mount.

On each side, drop two 1/2" x 1 1/2" bolts through the two holes you just drilled in the shock mount (Fig.7). Lubricate the two bushings and put them on the bar. Put the clamp over the bushings and rotate the anti-sway bar up and secure each bolt with a 1/2" flat washer and a 1/2" nylock nut (Fig.8).

10. Test drive the vehicle.

Drive the vehicle and then carefully check all the fasteners for proper tightness. Figure 9 shows the finished installation.

Figure 7



Figure 8



Figure 9



! WARNING

After road testing, re-check all fasteners for proper tightness — if a fastener has worked loose or fallen off, re-tighten or replace it. Without all kit components properly tightened or in place, the anti-sway bar will not stabilize the vehicle at full capacity, which may cause reduced cornering ability or other reductions in vehicle handling or performance.

Failure to follow these instructions may result in property damage, personal injury or even death.

! WARNING

The anti-sway bar is not a load-bearing component

Do not tow or hoist the vehicle using the anti-sway bar or its mounting brackets as attachment points. The anti-sway bar is not designed to carry the weight of the vehicle and may collapse, which will damage the anti-sway bar components, the suspension, or other components. The vehicle will detach or fall, which may cause severe personal injury.

Failure to follow these instructions may result in property damage, personal injury or even death.